

the bullet

mary washington college

p.o. box 1115, fredericksburg, virginia

Dec. 6, 1971

Merhige restricts state in Mason advertisement

U.S. District Judge Robert Merhige, Jr., issued a Merhige's statement came during hearings brought by 15 students of George Mason College that the state had sought to pressure them into keeping abortion counselling advertisements from the BROADSIDE, the campus newspaper.

Virginia Civil Liberties Union attorney Philip Hirschkop and lawyers Mary-Helen Mautner and Michael Fayad explained that the issue arose from a Virginia statute that says "any persons by publication, lecture, advertisement . . . or in any other manner encouraging . . . the procuring of abortion . . . shall be guilty of a misdemeanor." An offense of this statute is punishable by a year in jail and a fine of up to \$1,000.

The plaintiffs from George Mason are protesting that the statute is unconstitutional on the grounds that is constitutionally vague and overbroad, that it is a violation of freedom of the press, and that it denies the rights of women to receive information.

The attorneys entered as evidence that the statute violated freedom of the press, a Dec. 15 letter from Virginia Assistant Attorney General William Broadus to George Mason Chancellor Lorin Thompson. "It has come to my attention," the letter said, "that a New York advertising service is seeking to place advertisements in college newspapers advertising the availability of abortions in New York City. I . . . (ask) that you encourage your editors to keep this statute in mind should a similar advertisement be placed with your paper. The mere fact that abortions may be legal in New York does not mean that publication of such in violation of Section 18.1-63 of the code of Virginia may be made without impunity."

At the hearing however, Broadus told Merhige that the controversy was a mistake. He said that no fund cut-off was intended at any time, and that he would inform the Court if one was intended in the future.

Chaplains discuss prison reforms

by Renee Miller

The emotional and spiritual side of prison life was discussed by the Reverend Walter Thomas, Chaplain to the Virginia State Penitentiary, and the Reverend Roger Harmon, of the Beaumont School for Boys in a presentation sponsored by the Campus Christian Center last Monday night.

Both were primarily concerned with the problems of families with a member in prison, the depersonalization of people in prison, and the unawareness of the public that is an obstacle to real progress in penal reform.

To express the real needs of persons in prisons and their families, and to help students understand more fully what prison reform involves, Thomas described the impact of prison on an entering inmate.

A convicted person comes to the State Penitentiary at Richmond and is stripped of his personal effects and own identity. He is subjected to the loss of his dignity and his subsequent depersonalization. His hair is cut, he receives a number, and is separated for several days while he undergoes a "classification process" in which his limitations and capabilities are assessed in relation to what work he can now be expected to do in prison. He is never asked "Who are you? Where are you going?". In an atmosphere of "isolation and callousness" he usually becomes withdrawn and eventually bitter.

Thomas felt that prison reform does not primarily involve physical or scientific ventures that could be documented or studied ("there won't be any good prisons"), but rather that it was concerned with "that aspect of emotional health and personal

The student complainants entered as evidence a letter from George Mason Dean of Students Robert Turner, taking note of an abortion counselling ad placed in the paper in spite of the warnings. The letter said, "This type of advertising is not to be printed in any future editions as long as the law remains part of the code of Virginia." The students, who form an editorial collective in charge of the campus publication, also said that Turner followed up the letter on Nov. 17 with a verbal threat that funds would be cut off if an article about abortion was published. They also said that Turner continued the pressure by requiring special authorization on checks for the papers printing expenses.

The continuation of the hearings and a final decision by Merhige are being delayed until the Vir-

ginia State Supreme Court decision whether to hear an appeal from Jeff Bigelow, a member of the collective publishing the VIRGINIA WEEKLY in Charlottesville, who was arrested and convicted by Circuit Court for violating the abortion statute. Even if the Bigelow case is heard, legal opinion is explained that a decision would take at least a year.

Abortion counselling advertisements in college papers have created controversy in at least five states during the past year.

Last month, the BRANDING IRON, the student newspaper at University of Wyoming, was prevented from carrying an ad for abortion referral information. According to editor Ric Moser, ". . . there is a possibility that we could be held in violation of the criminal conspiracy act."

BOV to consider MWC-UVA split

Next month, Mary Washington College's first major step to independence may be the offspring of the University of Virginia Board of Visitor's meeting which will convene to formally consider the college's self-study report.

Chancellor Grellert C. Simpson suggested that a resolution might come from the board at that time which would instigate the study of MWC's autonomy.

The Chancellor also revealed that an opinion poll of the faculty was taken at the request of the board. He refused, however, to publicize the obtained results.

Separation is not the only issue at stake the Chancellor indicated. The role MWC will play in higher education should also be considered.

Two days preceding the meeting of the Board of Visitors, the State Council of Higher Education will convene at MWC. The Council will then consider the college's self-study report as part of the regular accreditation procedure for the Southern Association of Colleges and Southern Association of Colleges and Secondary Schools. In anticipation of a directive from either the Board of Visitors or state legislature concerning MWC status, the council will also be gathering information to be used in case of such an action. In any case, the state legislature would request a recommendation from the Council prior to action on the issue.

Simpson indicated that he does not foresee any action on the matter on December 9 or at any time before the Board of Visitors meets.

The Board of Visitors' docket for the December Meeting will be available at the beginning of the month at which time it will be known whether or not the Board intends to consider the MWC status resolution. Nevertheless, the general Assembly will ultimately consider the question of the College's status.

In contemplating MWC's future, the Chancellor noted that the two key factors to be considered are the expansion of the urban corridor and the enrollment of men. Further, he pointed out that MWC is the only degree-granting college within a fifty mile radius of Fredericksburg. A decision will also have to be made concerning the prolonging of the academic day and the offering of night classes. "The entire prospect is opening up decidedly new and interesting era for the college and the community," Simpson stated.

Opinions concerning the severance of ties between MWC and UVA range from the opposing view that MWC will lose status to the idea that every college needs its own governing body from the proponents of the divorce. Simpson declares that "the point to be debated is not separation. This becomes a point only after the future of the program of the college in the light of developing situations is fully determined."

trains

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photo by Barb Lawton

Loss of identity necessary in prisons, chaplains say

dignity inherent in every person." He emphasized that prisoners want respect, a name and individual identity instead of a number, and to be listened to. One convict wrote an essay on prison life which Rev. Thomas read. The author of "The Prison I Know" described it as an "iron cage of loneliness" with "no one to turn to" and where "trust is non-existent." He says he does not want to be "anti-social" but sees the "return to Society dependent on the whims of those in authority" than the personal efforts and changed attitudes of the prisoner. He writes that his number conceals his identity and that he has no opportunities to fulfill his potential and make his own decisions. He feels "the tension of a thousand men in cramped quarters . . . waiting impatiently for time to pass." This man is serving a 45 year sentence.

Prisoners are the only people in the world with only one identity and role, deprived of the chance to compensate through other identities. Thus convicts are "reduced to emotions" which are the only privacy a prisoner has.

Society's ostracism of those it deems criminals is a stigma difficult for prisoners and their families to bear. "Crimes" are those acts that Society refuses to tolerate, and prisons and their inmates only serve to remind Society of its failures.

Harmon discussed the prisons for juvenile offenders—"reform schools", of which there are three in the state—Bon-Air for girls, Hanover and Beaumont for boys. He characterized the young men in Beaumont and Hanover as being about 80 per cent black, from broken or angry homes, with educational difficulties (often 3-4 years behind in educational skills) and primarily low-income. Young people

from high-income families usually receive private psychiatric care—"the rich get treatment, the poor get prison." Beaumont's most severe problem is its lack of resources. The state, through Youth Services, provides one psychiatrist, one day a week, for 1400 boys. Beaumont is more fortunate in having a psychologist 30 hours a week, but needs much more of this service. There are only three teachers with masters degrees on the campus, and no one with a masters degree in Social Work. Frequently, untrained personnel must lead new programs on short notice. Working conditions are chaotic, and communication is difficult. As in the State Penitentiary for adults, there is little dignity for the young people at Beaumont whom the law and Society have classified as delinquents.

The deprivation of identity is an important cornerstone of the prison system; and one of the ministers gave several reasons why. Thomas suggested that it is a leftover from the old concept of "driving out the demons" and forcing the disobedient to obey. All prisoners are equally dehumanized and special privileges are bought with time, rather than personal merit. Special programs such as college courses are available only to a few. A convict's "attitude" is interpreted by those in authority—a "bad attitude" may be derived from a convict's expression of his own opinion, or disrespect to a guard. The prison system is geared to the strong, and those with money and influence are tolerated as they control the prison rackets.

During the 155 years of American prisons, moves toward progress have been made only within the last 50 years. Rev. Thomas feels that the public is responsible for the conservatism of prison adminis-

trators, and that lack of awareness on the part of the public and the courts are greatest handicaps to prison reform. A survey of judges disclosed that they thought psychiatric care was the most important factor in corrections, but they did not know that such care is virtually unavailable. The two chaplains felt that if the public was aware of the inequities of the prison system, there would be greater public pressure for reform. They felt that the development of a new philosophy of corrections was needed. The Governor's Commission on Crime and Corrections proposed a Citizens Study Committee to make recommendations to the state government. Previously, all planning and evaluation has been done by officials of state institutions, however, the Program Planning Commission has recently published "Looking Ahead"—its final report.

The chaplains both suggested ways that interested citizens, and specifically Mary Washington students, can help. They advocated sitting through juvenile court and talking to the administrative officials to find out what resources are available, learning who the people and families that come before the court are, and finding out what is happening in the schools.

Thomas said that the recent court decision of Judge Merhige abolishing certain prison practices and establishing certain rights for prisoners was an elementary one, and he anticipates more decisions. He also feels that prison administrators are trying to effect changes without admitting past failures.

Hopefully, a new philosophy of corrections will be one that provides necessary treatment and rehabilitation so that prisons will no longer be only a place of life in an iron cell, where, in the words of one convict, "time is my only liberator".

Abortion law confuses state

"Abortion is legal in Virginia," an Annandale physician stated recently. The doctor, who wishes to remain anonymous, went on to explain, "only unlawful abortions are illegal."

"Abortions are performed daily in several Virginia hospitals and any woman considering abortion should consult her physician," he said. He referred interested parties to a Va. statute 18.1-62 for further clarification.

Further research has revealed that the first portion of this law declares abortion a crime punishable by imprisonment for "not less than one or more than 10 years." In apparent contradiction, the second, longer portion of the statute explains what is involved in obtaining a legal abortion in Virginia.

Any physician can terminate a pregnancy provided several conditions are met. The woman must be a resident of the state for at least 120 days as shown by an affidavit. The abortion must be performed in an accredited hospital, which is licensed by the Department of Health.

In addition, the physician must file an affidavit

stating that in his medical opinion "the continuation of a pregnancy is likely to result in the death of the woman or substantially impair the physical or mental health of the woman." Or the physician may file an affidavit stating that there is a "substantial medical likelihood that the child will be born with an irremedial incapacitating mental or physical defect." In this case, written consent of the husband is required if the woman is married.

If the pregnancy is the result of rape or incest, an affidavit from the woman is accepted in view of the physician's affidavit.

However, in the incest affidavit, the male must be identified. In the case of rape it is necessary for the woman to have reported the rape to a "Law enforcement agency or to the Commonwealth Attorney within 7 days of the rape or as soon thereafter as possible, if kidnapped."

In addition to above affidavits, written consent by abortion review of hospital is required.

Finally, written consent by the woman is required if she is "mentally competent."

YET said possible at Senate meeting

by Liz Dodge

Joy Praet, chairman of the Student Association executive cabinet's Academic Affairs Committee, outlined some of that committee's plans at last Tuesday's senate meeting.

The committee announced at that time that it is considering the publication of Youth Evaluated Teachers (YET) again next fall to aid students in the selection of teachers and courses. "In the past years it wasn't too accurate," said Praet, "but that doesn't mean it can't be with more effort put into it." She added that the faculty "felt there was a great deal of value in it" and that 85 per cent of them had voted in favor of continuing the publication of YET. Praet stated that if YET is republished it would require the work of not only the Academic Affairs committee but also of any other students interested in working on it. She also said that because some of her committee members felt YET was inaccurate, an alternative plan involving departmental self-study had been proposed. Under this system, separate departments would be encouraged to investigate the courses they offer and poll students' opinions of both the courses and the professors. Praet said that under this system the departments could not be required to publish their self-study findings but that "it would be up to the department to share this information."

Senator Betty Thompson's proposed amendment to the S.A. constitution providing for a vote of confidence to be taken among each senator's constituents was discussed last Tuesday. Senator Debbie Gill raised a question of wording which senate chairman Debbie Mandelker referred to an earlier section of the constitution to answer until she discovered that there was a pre-existing provision for such a vote among senate districts. Mandelker returned the amendment to Thompson for revision, postponing further discussion of it until tomorrow night.

Mandelker announced at last Tuesday's senate meeting that the educational day care center plans to open January 31, 1972.

those leaving the services. The banner holders were John O'Conner of Vietnam Veterans Against the War, Craig Hart, a Catholic Priest, and Robert Webb, a 1970 graduate of the Air Force Academy. Webb had been discharged from the Air Force at his own request, because of anti-war sentiment, just two days before.

Photographers were prevented from photographing the incidents at the chapel and were placed in a roped off area behind a building being used as a command post. Dozens of air police were joined by County deputies and members of the local Sheriff's Posse in patrolling the area, including the chapel

Protesting clergy arrested

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Air Force Academy (CPS)—Seven nuns, six clergymen, and 19 other individuals were taken into custody outside the Air Force Academy chapel Sunday, November 14, and detained with orders barring them from ever again setting foot on the campus or surrounding military installation.

The incident was the result of a "silent witness" protesting the continuing air war in Asia sponsored by Clergy and Laity Concerned About Vietnam (CLC). About 60 CLC members and supporters took part in the non-violent demonstration which included the distribution of church bulletins and individual protesters leaving the services at five minute intervals, signifying the death of an Asian civilian at the rate of twelve an hour as the result of U.S. bombing raids.

CLC had originally requested that three speakers be allowed to appear before a mandatory formation of the entire cadet wing to discuss the moral and ethical aspects of the air war. Lt. General Albert T. Clark, superintendent of the academy, refused the request claiming that CLC's "purpose in coming to the Air Force Academy (was) to seek a confrontation."

Among the first to be hauled off were Dr. Harvey Cox, a Harvard theologian, and Dr. David Hunter, deputy secretary general of the National Council of Churches. Both were "apprehended" when they began to pass out an order of worship that contained several scripture quotations, a notice of a meeting at Colorado College that afternoon, and an announcement that the air war in Indochina kills three hun-

red civilians every day. The cover was a color photograph of children playing and was entitled "Unity of the Spirit in the Bond of Peace."

An academy spokesman said the passing out of the bulletins was a form of demonstration not allowed on military installations. Not all the demonstrators were detained for distributing the pamphlets however.

Father Stephen Handen, from nearby Colorado Springs, was taken into custody along with Mrs. Marriane Root and her four-year-old son Eric for praying in an unauthorized area. The three had knelt on the grass 100 yards from the chapel after being refused entrance because officers claimed no seats were left. Rev. Orloff Miller, also from Colorado Springs, tried to enter the chapel fifteen minutes late for the 11 a.m. Protestant service and when he protested being denied entrance he was escorted to a rapidly filling Air Force Bus. A few minutes later several middle-aged persons, including the wife of the academy superintendent, entered the chapel unimpeded.

60 to 70 individuals stood throughout the Protestant service while another 40 to 50 stood through the Catholic mass. As the worship services ended, those leaving were confronted with a large black banner which read, "While we worshiped, 12 people were killed in the continuing air war." The three holding the banner on a small hill beside the chapel were immediately surrounded by air police and hustled off to the second bus that was now being filled by those handing out more bulletins to

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The Shirley Wheeler case

"I know you've heard it hundreds of times," Shirley Wheeler wrote me a year ago, "but if men had to go through pregnancy, abortion would have been legal years ago . . . I don't have the money to raise a child the way I'd like to and besides the world situation keeps getting worse for anyone's kids to grow up in such a mess."

Six months earlier Shirley had discovered she was pregnant. She knew that childbirth would be physically dangerous for her and that she did not want a child and, therefore, that she must have an abortion.

Abortion is legal in Florida only when necessary to save the life of a woman. As in most states the decision as to whether a woman will obtain a legal abortion is left to the doctor, who normally refuses to perform the procedure rather than expose himself to a potential prosecution.

Shirley, therefore, arranged her abortion as millions of other women have over the years. She called a number given her by a friend, was picked up by a stranger, blindfolded, and taken to an abortionist in Jacksonville.

Afterward Shirley returned to Daytona Beach, but the abortion was unsuccessful. She had to visit Jacksonville again and finally, approximately one month after the original trip, she began hemorrhaging. She was placed in a local hospital by her own doctor where the abortion was legally completed.

Police learned there had been an "abortion" in the Daytona hospital and traced the fetus to a local funeral parlor. Shirley was arrested and jailed shortly after being discharged from the hospital. While in jail Shirley was questioned about her abortion. When she refused to answer, she was shown photos of the dead fetus taken by police at the funeral parlor.

On July 13, 1971, Shirley Wheeler, twenty three years of age, was convicted of manslaughter, which carries a penalty of up to 20 years in prison.

Shirley Wheeler was sentenced on October 15, 1971 in a courtroom filled with concerned women and members of the press. She was given two years probation. Then, alone with her probation officer, the conditions of her probation were revealed: she must either marry the man with whom she had been living for three years or return to North Carolina to live with her family.

We have grown accustomed in recent years to the concept of the political trial and the political prisoner, but rarely, if ever, have those concepts been applied to women prosecuted for exercising their constitutional rights as women. Since the legalization of abortion in New York, more than 200,000 women have had abortions. Because she had the identical procedure in Florida, Shirley Wheeler has been forced to become a political prisoner.

Shirley has decided to appeal. I will be handling her case as a staff attorney for the Center for Constitutional Rights. Shirley's decision was based on her desire not only to vindicate her own rights, but also to insure that no other woman will become a political prisoner for exercising her right to have an abortion.

The appeal comes at a time when thousands of women are organizing throughout the country to express their opposition to laws which restrict abortion, and the United States Supreme Court is faced with determining the constitutionality of the abortion laws in Georgia and Texas. Courts do not operate in a vacuum. The success of Shirley's struggle for her rights and those of her sisters may well depend upon the degree to which women throughout the country see her fight as their own and join forces.

Nancy Stearns

Women support George Mason ad

To the Editor, George Mason Broadside:

We support the BROADSIDE in the effort to provide students with information on obtaining legal abortion. We refer to the Nov. 3 issue (of the BROADSIDE) in which an ad was published for an abortion referral service in New Jersey.

However, it should be pointed out that for a woman in need of abortion it is not necessary to call New Jersey to obtain abortion information, nor is it necessary to go through a commercial referral service (which, regardless of its

claims, is obviously not in business for nothing). For this reason we have gathered the following information: pregnancy tests are reliable 42 days after the last menstrual period. Tests can be obtained at the women's health service (phone: (202) 483-4632) and Washington Free Clinic (evenings only: 965-5476.)

If you are pregnant and want an abortion, do not waste time looking for a doctor in Virginia, who will have to take your case before a hospital abortion review board. This is costly and time-consuming (and time is a crucial factor).

However, abortion referral is free and easily obtainable at the Washington Free Clinic and at the Women's Health Service.

We strongly recommend the Women's Health Service because they are sympathetic, have the latest information, and take the individual and the specific needs into account when referring women to a clinic.

The local clinic most often recommended by the Women's Health Service is the Hillcrest Abortion Clinic, 3230 Penn. Ave. S.E. (phone: 581-4000). Parental consent is not required.

Other local clinics are:

Preterm 298-7300
Pre-birth 293-3346
Washington Hospital Center 541-6037
George Washington Hospital 331-6357
(All numbers have area code 202)

Abortion is considered safe within 10 weeks of the date of conception (or 12 weeks from date of last menstrual period). Most clinics use the vacuum aspirator method, an advancement over the traditional D and C. After 12 weeks, they encourage women to wait one month and recommend a saline injection as the safest method of inducing abortion.

We feel strongly that it is important that this information be made available to women who may need it. We do not intend to encourage abortion as the sole means of birth control. Contraceptive information is also available at the Washington Free Clinic and the Women's Health Service.

Barbara Zaun
Sandie Johnson-Jones



editorial

For the second time this year, the BULLET is printing an advertisement which includes the names and telephone numbers of abortion information services most easily available to Mary Washington students.

This act violates Virginia statute 18.1-63 which is clearly unconstitutional, and which states that persons "encouraging or prompting the procurement of abortion or miscarriage" are guilty of a misdemeanor.

A similar ad will be included in today's issue of the George Mason BROADSIDE, a college newspaper which has been threatened in the same way that this paper has been.

Although we are cooperating with the George Mason paper in printing the advertisement on the same publication day, our own reasons for printing should be made clear.

First, the law is a violation of the First Amendment to the Constitution, which guarantees for freedoms of speech and the press. The restrictions which the Virginia law imposes on a newspaper are undeniable in violation of the Constitution. Now that abortions are legal in the state, that legislators have preserved a law making it illegal to talk about them goes far beyond shortsightedness. It constitutes suppression of the free dissemination of information.

However, the issue also becomes one of women's rights when the law is used to prevent women who are seeking a legal abortion from receiving any sort of advice on how to get one.

In addition, this law has been enforced inconsistently. There are available in local drug stores and supermarkets, copies of a book called "Every Women's Guide to Abortion." The POTOMAC, the Washington Post Sunday Supplement, recently contained a guide to Washington referral centers—and was distributed in all the dormitories here. A Northern Virginia paper has printed an abortion referral ad with no sign of harassment.

Publication of an abortion referral ad should not be considered a personal endorsement of abortion as the only contraceptive method. Nor does it mean that we believe in the morality of abortion. This is an issue or fights not preference.

We have seriously considered the implications of publishing such an ad at this time. Individual administrators, faculty members, and students have advised us that such action may have negative repercussions in the State Appropriations Committee of the State Legislature as they consider the MWC budgetary request text month.

While we understand their concern and hesitancy, we feel that there can be no such thing as an appropriate or inappropriate time to demand our constitutional rights. We only wish that those who support us in thought, would also support us in fact. That however is their decision. Our decision is that such a law, which blatantly denies the rights of press and of women, has existed much too long.

R.D.
L.C.

The editors take sole responsibility for including the ad.

the bullet

robin darling | editor
linda cayton | assistant

The opinions expressed herein are not necessarily those of the College or the student body, nor are opinions expressed in signed articles and columns necessarily those of the editor or all members of the editorial board.

Signed letters to the editor are invited from all readers. The BULLET will print all letters within the limits of space and subject to the laws of libel.

Letters should be brought to the BULLET office no later than Thursday before the Monday of publication.

The BULLET reserves the right to edit all contributions for grammatical and technical errors.

Subscriptions are \$4.00 per year. Write THE BULLET, Box 1115, College Station, Fredericksburg, Va. 22401.

RAILROAD or WAITIN

For those Americans who by desire or necessity ride trains, all that's left of a once full-fledged national rail network is a bare-bones skeleton.

Hardest hit have been thousands of small towns across the country which didn't have air service to fall back on when they lost their passenger trains—towns like Dry Prgon, La.; Horse Cave, Ky.; Oaktown, Ind.; Broken Bow, Neb.; and Green River, Wyo.

JOHN S. LANG/
"Death Rattle for U.S. Trains,"
S.F. Examiner,
May 31, 1970

About 16 trains—13 freight (on a good day, 15) and 3 passenger—stop in Fredericksburg every day. There are hardly enough passengers to make it worthwhile for the trains to stop at a station that was once part of a line "linking North and South," as the company motto says.

The slogan was composed in better days, and it still hangs over the ticket office of the Richmond, Fredericksburg and Potomac Railroad's ticket office in Fredericksburg along with signs advertising ASTRO, one of the railroad lobbies in Washington. ("ASTRO" is our tomorrow . . . free railroads from the shackles of the past.")

The train station, built solidly in 1910 to handle a growing freight and passenger service north and south, is mainly empty, even on Friday afternoon. Fewer trains run through Fredericksburg now, and far fewer people get on them.

The RF&P runs mostly freight trains now, and willingly turned over its passenger business to Amtrak last spring. Said one of the signalmen at the station, "there are more passengers now that Amtrak has taken over. Sure. There are the Amtrak representatives that ride each train as observers."

During the last years of the sixties, the railroads were in just as much trouble as they had been for the whole decade except that now everyone knew about it. What had been a fairly well-hidden source of embarrassment among the captains of that industry became a full-fledged national scandal.

The case of the Penn Central bankruptcy thrashed out in the papers and on television specials and newscasts, grew to legendary stature and, rightly or wrongly, came to typify the state of American trains. In 1966, when the Interstate Commerce Commission still believed that mergers would solve the problems of both companies involved, the Pennsylvania Railroad and the New York Central were united to become the Pennsylvania Central Railroad.

Four years later, the company was bankrupt. Initially, there had been management problems: the two original companies involved had trouble harmonizing their operating methods. Each had used, before the merger, computerized tracking systems to locate and organize their trains, but their computer programs proved to be mutually incompatible, and as a result their merged computer lost track of freight cars and often delayed important shipping.

Penn Central had made too heavy outlays on improving and combining their stations and trainyards; heavily in debt, they were forced by their creditors to rearrange their management. In 1968, the company dropped 27 trains out of

operation. That desperate attempt to cut expenses didn't even work in the short run. Like most of the railroads, it tried to keep itself afloat by letting its plant and equipment go to pot. And had it even wanted to halt the deterioration, the rise of wage scales made extra money unthinkable. Charges of embezzling and corruption began to float around within the ranks of the railroad executives. Investigations uncovered no criminals, but found mismanagement everywhere. The Penn Central, it was discovered, had before its bankruptcy been operated off the accumulated capital from the past 50 years.

Although its problems were compounded by miscalculation and deception, they were common to almost all American companies. The Jersey Central and the Boston and Maine, for example, were in the same pickle, and they went bankrupt at about the same time. The ICC declared in 1971 that eighteen others were in "marginal" shape, with the Milwaukee and the North Western especially threatened. With the Eastern and Midwestern trains deteriorating fastest, only three companies—the Southern Railway, the Southern Pacific, and the Union Pacific—were pronounced "doing well." And the Union Pacific is in possession of land and all holdings which make up for undue losses the company takes of its trains.

Passenger service was a lost cause at the end of the sixties. Most railroads did nearly all their work in freight business, as they do now; but owners were alarmed at their loss over the past 20 years. In 1948, trains moved 62 per cent of all the freight between cities. In 1960, that figure had fallen to 43.5 per cent, and by 1971, trains were carrying only 41 per cent of U.S. freight. Their profits also declined from \$900 million in 1955 to \$500 million in 1969 and improvements in service became even more out of reach.

Another development of the sixties had by 1970 contributed to the disuse and deterioration of the trains far more effectively than even the railways own bumbling management. The beginning of the U.S. interstate highway construction in the late fifties, the highway and trucking lobbies have cooperated to get more roads built and restrictions on truck sizes relaxed. With the federal and State government splitting the cost of our interstate road, and the truckers paying next to nothing for the road. But the railroads are capital intensive while the truckers are not; and keeping up the railroad itself is only one part of the problem of overall deterioration.

The government allowed the railroads to be drawn into even stiffer competition with other kinds of transportation in the sixties. They lost a lot of their passengers to the interstates; and in the storage compartments of the trucks on the interstates today is what could have been the freight carried by a train.

The "Big John" hopper cars enabled the already secure Southern Railway to slash its rates on hauling grain. For the Southern, The "Big John" regained a great volume of the transport of grain, which before had been trucked or barged. And special "unit trains" which ran exclusively for various power companies, sometimes convinced the company management to pay for the trains instead of building coal-slurry pipelines. But there were two hopes which had cheered up the railroad management and which flopped. A method of moving truck trailers and large, sealed containers secured on flat-cars, is proving too expensive for shippers, who could have used trucks more cheaply, even with the complications

of drivers and route complications.

And after the Penn Central fiasco, mergers were no longer as attractive as they used to be. The ICC was suspicious all along of the proposed Norfolk and Western,

Chesapeake and Ohio, and Baltimore and Ohio merger. Officially prohibiting it on the basis of infeasibility and economic risk, the ICC is said to have opposed it because it would have provided too much competition for the tottering Penn Central.

That railroad struck bottom at the beginning of the summer of 1970; by the end of that summer, there were not enough freight cars to move coal and newly-harvested crops; and the shortage was called "the worst in years." That misfortune coincided with the reversal of the 1970 freight ratecut; by 1967, the rates were on their way up. And in the interdependent U.S. rail system, over half the mileage was deteriorating.



Conditions like that were enough to make any prudent shipper remove his business to the truckers. That kind of backsliding, though, was too technical and localized to be taken for what it was—a symptom of what malaise the Penn Central suffered from. That was spectacular, though, and it was the bankruptcy which started the great government subsidy-versus-private enterprise, issue.

Ranged on one side of the railroads were George Meany and the union boys, with their appeal for the rights and salaries of the railroad men; on the other were the faceless Department of Transportation secretaries, railroad owners, American businessmen, and, in the background, Richard Nixon. They appealed to free enterprise, market solutions, and every American's pocketbook.

Democrats tended to align themselves with the labor leader in calling for an active government role in saving the railroads. Senator Warren Magnuson, for instance, made the Fastcor Proposal, in which the federal government would have bought or leased freight cars and then rented or leased them back to the railroads. Senator Vance Hartke proposed that the government buy up right-of-way and levy charges on the railroads which used them, relieving the railroads of the cost of upkeep.

Meany's own proposals were concerned more with union members than with keeping the railroads running, and primarily he wanted to head off Nixon's opposition to railroad strikes and defeat nationalization, which would consolidate the train lines and make less jobs necessary.

What the railroad unions have to contend with is the Railway Labor Act of 1926 which lays out the steps for negotiations in railway-labor disputes. The act authorizes a presidential fact-finding board which could forbid a strike and mediate the dispute if labor management feels hamstrung, knowing they can be overruled

by a government board anyway.

When the government subsidization was considered a possibility, railway unions wanted to hold on to the right to strike selectively to force immediate goals; and they wanted to insure job security for themselves. There were one million workers in the railway labor force in 1960, and over 400,000 less than that now.

But the stance of the administration and its representatives in Congress on national subsidies concurred with the lobbies and railway executives. "No businessman wants it," they reminded the rest of the country's management establishment.

Nixon, after a series of nostalgic speeches on the debt we all owe to the railroads, and the glorious part they played in linking the two coasts, came out with a statement similar on his position on business opportunities for blacks. He and his advisors said that they favored "market solutions" to the problem. They proposed setting up a national computer system which would get greater use out of freight cars, then in "profitable use" only six per cent of the time. Like the management lobbies, they favored an ICC approved relaxation of regulations.

The Assistant Secretary of Transportation for Policy, Charles D. Baker, came out with an even stronger statement opposing nationalization. Comparing the U.S. railway system to Europe's, he said, "In West Germany, they have had to levy a tax on truck freight in order to get money to put into their rail system. The Southern pays almost three times the wage of British Rail and carries more freight. Yet British Rail's freight charges are higher than Southern's. There is no sign freight service is better under nationalization. Our system in the aggregate makes money and pays taxes. Nationalization is a costly drain on the taxpayer."

The cost of buying the railroads, a hotly contested figure at the time, "is the smallest part of the problem," Baker said. "What about the loss of tax revenues, the loss of real estate tax? And national railroads incur huge deficits all the time." The British Railway, he added, would "not be able to pay its own way much longer, not with all those strikes threatening. But they have to maintain their rail service—the public pays for it."



The solution Congress came up with—Amtrak—with both sides for a loss; but it did recognize the problem hidden in the positions of the union side and the government side of the issue. The railroads wanted out of the passenger business, wanted to operate solely a freight transportation service, and most of the union higher-ups did too. The Administration didn't care much about the passenger trains, as long as the taxes kept coming in.

Neither the Administration nor the unions had really wanted nationalization, and neither had particularly cared whether or not such a move would spell the end of the passenger trains. Both sides involved in the deal felt more sentimental about the possible loss of money if the act went through than about the certain termination of many of the few famous old trains which were still running at the time. But the Amtrak arrangement has done exactly

the things that disturbed either side about subsidization. Union members have been laid off right and left, and the passenger lines have become essentially a national railroad with few of the advantages that subsidization brings: trains regular and frequent, and low fares. In addition, government allotment will have to be increased far beyond the original expectations.

The National Railroad Passenger Corporation, the company which calls itself Amtrak, has the job of operating nearly all of the inter-city passenger lines at a profit. Its sponsors in Congress, who realized that the railroads didn't really want to maintain a passenger service, gave it an initial grant of \$40 million, with the authority to borrow up to \$100 million, payment granted by the federal government. Not that they thought that \$140 million would be enough to reverse the rot that had set in on nearly all the passenger trains. Even with the \$197 million that the railroads contributed to Amtrak, the understanding was there that many of the trains would have to go.

On May 1 of last year, half the trains were running than had been in operation the day before. Railroads were allowed to discontinue their "unessential" runs when they joined Amtrak, which took over the operation of the 185 trains left in a basic network of 21 cities.

Amtrak has restored a few trains, including a New York-to-Chicago run by way of Cleveland. This had been the route of the old 20th Century Limited, up the Hudson River and through New York State which had been discontinued some years back in favor of the Broadway Limited's route through Pennsylvania. But Amtrak is really aiming for the day when trains can again begin to operate for cross-country tourists and commuters. It has so far purchased 1,200 used passenger cars from various railroads for \$16.8 million for distribution to needier trains. Eastern railroads, some of the most decrepit, have gotten used Union Pacific cares, especially for replacement of Penn Central equipment.

Company officials point out that of the 20,000 trains running in 1929, most were local trains; superhighways have taken over the commuting by now, but Amtrak says it hopes to convince people that trains don't get stuck in traffic jams, and with dependable service, lure people back.

But Amtrak officials feel prevented from doing the best job they can. Anthony Haswell, president of a pro-Amtrak lobby, feels that the major problem of the corporation has been its failure to "get all all employees whose jobs are solely related to passenger service on the Amtrak payroll," rather than contracting with the railroads for their services. "Amtrak will never be able to control either the quality standards or service or the costs if it has to rely on railroad employees," he says.

Other people on the Amtrak board feel that trains are padding expenses. However, since they have ordered the railroads not to give out information on passenger service, the reports can't be investigated. Amtrak itself has been very quiet about the business it does, at one time even refusing to give a financial report to the ICC.

Meanwhile, the only passenger run that is making any profits at all is the New York-Washington route, served in part by the popular and speedy Metroliner.

The Richmond, Fredericksburg and Potomac line points to the problems that Amtrak member companies are still having as inner-city connectors. Supported mostly

by its freight service, it is still taking a loss on the passenger service it does run. R. W. Dunn is the assistant stationmaster in Fredericksburg, and he is unenthusiastic about the possibility of restoring the passenger lines. "The real decline in passengers has been in the last ten years. I've seen it. Ever since the building in the superhighways. Have you seen Route 95 on a Friday afternoon? That's where all the former rail passengers are."



The Richmond, Fredericksburg, and Potomac line runs roughly parallel to the interstate from here to Washington, and the road is visible from the train windows. Ten people sit in a deserted Seaboard Coast Line (officially called just Amtrak) railroad car; and on the interstate, one automobile carries a driver and a passenger usually, and in commuter traffic, a driver and 3/10 of a passenger.

Amanda Pully, who visits her mother in Fredericksburg still rides the train to and from Trenton, New Jersey, "but I'd rather drive my car—even on the Jersey Turnpike. The trains are slow, and they're just not clean."

And the regular passengers on the train make the same complaint. Sam Chandler is almost 85, and claims to have been boarding trains up and down the eastern-seaboard since 1893. "I can remember it then—and I still like it. I remember when this station (in Fredericksburg) was being built. But now the cars are old and musty and the windows are so dirty you can't see out of them. It really takes the pleasure out of a train ride."

Stationmasters know how people feel about riding trains. They only have to look at their deserted stations. Dunn, like many others, still favors freight service as a dependable source of profits; and he was worried about the coal miners strike which was at that time forcing freight trains to shut down.

However, he described the Richmond, Fredericksburg and Potomac as "fairly solvent. We carry perishables in our insulated trailers, autos north and south, coal and building material. And in that we are doing a good enough business." About 13 trains daily pass through the station using the 110-mile RF&P track that stretches from Richmond to the south end of the Potomac River (to get into Washington, they use the Penn Central's Washington terminal tracks). Although it is not computerized, the RF&P has a centralized track control in Richmond which operates all the signals from there to the Potomac River Bridge.

And since the RF&P has no north-south competition, its business is fairly secure. The Southern Railway tracks, which run up through the Shenandoah Valley in Virginia, parallel the RF&P's. But the two serve different markets, according to Dunn, and neither competes with the other.

As for the rebirth of the passenger lines, Dunn says he "hopes that Amtrak will get them back into operation. But I'm glad we don't have to handle the money any more. I'd stick with freight, because trains as a way of travel are just about dead, and no hope of resurrection."

Prison inmates attack U.S. parole board

by Karl Purnell

(Purnell is Washington correspondent for Dispatch News Service International.)

Washington, D.C.—When 261 women prisoners staged a general strike at the Alderson Federal Penitentiary in West Virginia this fall, their primary goal was no less than the reform of the powerful bureaucracy which controls their freedom.

"Having observed the workings of the U.S. Parole Board and its effects on our sisters here, we join with the prisoners of the Federal Prisons at Danbury and Springfield in demanding that necessary changes be made," they wrote in a signed statement of protest.

The riot and the demands were virtually ignored by the press, although as a result sixty-six women were exiled to a reformatory in Kentucky and additional male guards hired at the prison to prevent further outbreaks.

The U.S. Parole Board also came under recent attack by a group of prisoners at the Danbury Federal Penitentiary in Connecticut who asked for a congressional investigation of the parole board.

"We protest the operations of the Federal Parole Board. At present the Board conducts its business arbitrarily in secret and with maximum delay. Its methods place the board's acts beyond public scrutiny," they wrote.

These harsh attacks on the parole board come as a surprise to many penal officials who have traditionally considered parole as a privilege which prison inmates could earn if they proved themselves deserving.

Now, with increased public awareness of the need for prison reform, the parole board has lost its traditional immunity from criticism.

One former prisoner who recently was released from the federal penitentiary in Lewisburg has called the board a "bastion of arbitrary and unchecked power."

"The parole board is simply another club for keeping discipline. It keeps the prisoners so up-tight they never have a chance to think about rehabilitation," he said.

The board consists of eight fulltime members appointed by the President for six-year overlapping terms, eight examiners, and a support and clerical staff, all based in Washington. There are no local federal parole boards, and the examiners must travel to the various federal prisons to review a prisoner's file and request for parole.

Dissatisfaction with the board's actions centers around three areas. First, many prisoners say that it takes too long to find out whether parole has been granted. According to the Danbury prisoners, delays in reporting run six to eight weeks for an inmate to find out whether he will be released.

Secondly, the board is being faulted for keeping secret dossiers which prisoners are not allowed to see. In many cases, a prisoner is "written up" by a guard, the report is placed in his parole file and the offender has no way of determining the accuracy of the charge. This, it is claimed, allows the prison guards an unchecked and arbitrary power over the inmates.

Finally, the board is not required to inform a prisoner why his parole is not granted. This, it is argued, leads to arbitrary decisions.

To George Reed, the heavy-set articulate chairman of the parole board, these criticisms are unfounded. A political appointee under the Nixon administration, Reed claims that prisoners usually find out what is in their files from the prison's parole officer and that reporting is usually accomplished in a few days. As for telling a prisoner why parole is denied, Reed says: "If we give reasons, an inmate's lawyer could take us to court and question our findings."

Reed claims that the Board's decisions are based solely on the prisoner's behavior in prisons and his chances of re-adjusting to society if released.

When questioned about the Board's refusal to grant parole to a political prisoner, such as Dan Berrigan who would seem to meet all requirements for parole, Reed says simply: "I will not discuss that case."

This gap between the reality of a prisoner's world and the conceptions of the world as seen by the members of the parole board shows no sign of narrowing. Backed up by federal statute which calls a privilege, the board stands secure in its position.

Nevertheless, the growing sentiment for a change in the prison system, particularly in the post-Attica atmosphere of America, now threatens even the seemingly indestructible U.S. Board of Parole.

Caving proves tough for beginners

by Liz Dodge

Any mention of mountain caverns always used to make me think of fifty-cent tours through the neatly stairwayed and sidewalked paths of the Luray and Skyline caverns—studied with glittering, pristine formations dripping from every square inch of the walls and ceilings. Therefore a caving trip in West Virginia with the Outing Club here and those from the University of Delaware and Pennsylvania's Wilson Colleges sounded at most like a change of scenery.

It was with a sinking heart then, that I and the other beginning cavers stood at the entrance to Norman Cave dressed for a casual jog through some spectacular tunnels, and watched our more experienced companions pull on heavy gloves, hiking boots, wet suits, canvas coveralls and miners' helmets with powerful lights. Their precautions were quite justified, as it happened—almost the instant we entered the cave we encountered long slippery mud banks and loose dirt which proved, contrary to our expectations, to be typical of cave topography. For eight hours we slithered through mud, waded waist deep in frigid underground streams, clambered up rough rocky cliffs, and squeezed through narrow crevices.

Any outstanding passages or formations were given names that sounded exciting to my novice ears: Broadway, Thirty-Second Street, Dinosaur's Backbone, the Great White Way. But as we proceeded deeper into the cave the names began to sound more menacing. Our experienced friends warned us of the terrors of "Devil's Pinch," "Fat Man's Misery," and "Thin Man's Misery." Indeed it was well that they did for ahead of us lay "Sob Alley," a crack in the limestone about fourteen inches deep and as long as a football field with a jagged floor covered with dust. In this crawlway I realized that caving requires not only strength and agility, but a particular attitude as well. As one spelunking addict put it: "It takes a special kind of nut." Inching forward on our stomachs, suddenly aware of the hundreds of feet of rock above us, we masked the tension beneath a veneer of jokes and chatter. Wedged as we were between walls of limestone, we became a "spelunker sandwich," we were engaging in "underground activities" and even John Denver drew ridicule as one outing club member commented "If this is 'almost heaven' I'd hate to see what hell's like." In this way we squirmed through Bone Cave, "talking through" the tight places until we at last clambered through the cave exit to knock the pounds of caked mud off us and stretch the bruised and aching limbs. But when our leader told us we were the first outing club to ever complete the Norman-Bone Cave Complex and that we had done a terrific job, especially the beginners, we just couldn't figure out what we'd ever seen in those ridiculous Luray Caverns.

Besides offering an alternative to the rules and regimentation of intra-mural sports, the Outing Club also provides the opportunity to meeting students from other schools. With the University of Delaware, and Wilson College, the MWC Outing Club organizes trips with N.C. State and the University of North Carolina. This winter the club is planning skiing trips in Virginia and in January, a week long skiing trip in Canada.

Although I at first missed the crystalline spectacles I had assumed were inherent of all caverns, Norman Cave was not without its attractions. Some of the cave's rooms reached one hundred or more feet above us, sometimes lined with awesome jagged rocks, in other places smooth and domed like huge igloos. Our breath vaporizing in the cold air drifted up and clung to the walls looming away above us lost to the carbide lamps' wavering beams. There were real waterfalls as well, plummeting as much as forty feet and thundering in the valleys below us. Forbidding as it seemed, the cave even has some permanent residents. On the ceilings lived large colonies of almost sightless insects with well developed legs and antennae that the experienced spelunkers called "cave crickets." In one cold stream we found a faded salamander that wallowed in the rare warmth of my hand. And of course there were the inevitable bats most of them only a few inches long folded against the walls but nevertheless capable of evoking stories of the ferocity of bats.

SHORT NEWS

On Monday, December 6 Theodore Ziolkowski, Professor of Modern Foreign Languages at Princeton University, will speak on "Herman Hesse: The Man and His Works" at 1:15 p.m. in the DuPont Auditorium.

The Junior class will hold its annual bazaar on Monday, December 6 from 7 p.m. to 9 p.m. in the ACL Ballroom.

The Young Democrats will meet on Tuesday, December 7 at 6:30 p.m. in Monroe 13.

Carroll M. Williams, Professor of Biology at Harvard University, will speak on "Human Genes and Metamorphosis" in Combs 100 at 7:30 p.m. on Tuesday, December 7.

The American College Testing Program will be held on Saturday, December 11 from 7:30 a.m. to 12:30 p.m. in Combs 200.

"John and Mary" starring Dustin Hoffman and Mia Farrow, will be shown in GW auditorium at 8 p.m. on Saturday, December 11.

The MWC Geology Department is announcing an essay contest open to all MWC students. Topics are limited to specific ideas or projects involving the geological sciences. (If any student has had geology, done reading, studying, or field work, perhaps there is a particular topic that has prompted original thinking.)

Papers should be limited in length to less than six-type-written double-spaced pages; content will be judged on basis of originality, style, and scientific merit (bibliography required).

First Prize—\$20
Second Prize—\$15
Third Prize—\$10

Deadline is 12:00 noon, Feb. 1, 1972. Papers should be submitted to Dr. Bird or Dr. Eslinger at Combs Science Building.

Clergy march halted

from page 2

sanctuary, during the services. One cadet claimed that another 100 security agents were being held in reserve in the school's gymnasium and that undercover agents were in the congregations. When one cadet protested the unusually harsh treatment he was ordered to report to his commanding officer. The Denver Post noted the overreaction saying: "The academy reservation, normally an open base for two million visitors each year, had security operations in force Sunday that reporters had not seen since visits by President Nixon and Nguyen Cao Ky of South Vietnam."

The 32 protestors were finally released at 3:15 after being photographed and given a letter barring them from ever visiting the Academy again. The letters, signed by Lt. Gen. Clark, were issued under regulations that allow base commanders to "proscribe conduct that presents a clear danger: to the orderly accomplishment of the military mission" and "to the loyalty, morale and discipline of his command." Four-year-old Eric Root was clutching his letter when he was released but academy officials allowed him to keep his photograph as well.

After being released, many proceeded to Shove Chapel at nearby Colorado College to hear the CLC program originally scheduled for the academy. Several cadets were in the audience that heard a discussion on "The Moral aspects of the Continuing Air War in Indochina" led by Cox, Hunter, and Fred Branfman, a free-lance journalist who spent several years in southeast Asia studying refugee problems.

Two of those detained, Miss Barbara Miner and Miss Ann Guilfoyle, had been issued "bar orders" at a previous demonstration at the academy and now face \$500 fines and or six months in jail. They were informed that they would be issued summonses and be ordered to appear before a U.S. commissioner.

While the 32 demonstrators were being held in a security office Rudolph Schwarc, a National Lawyers Guild attorney, repeatedly tried to gain entrance to confer with several of his clients. He was finally told that the officer in charge was "too busy to consider his request."

Abstract art show to open today

An exhibit of Abstract Expressionist prints will open today in the Dupont galleries.

The show, sponsored and hung by the Connoisseurship, Gallery and Research class, includes first and second generation Abstract Expressionists Adolphe Gottlieb, Robert Motherwell, Jackson Pollack and Larry Rivers.

Two series, one by Motherwell and one by Rivers, are among the works to be shown. Rivers series, **The Boston Massacre** is a set of 12 silk screen prints of his interpretation of the Colonial event. The Motherwell series, **Africa**, contains nine handsome prints. Several Pollack prints which were printed after his death are going on exhibit. They have stylistic qualities similar to his famous drip paintings.

The show will run through December 17, and is open to the public on weekdays only from 8 a.m. to 5 p.m.

Second semester registration Wed.

All students will register for second semester courses Wednesday, December 8. The schedule is as follows:

If your last name begins with:	Register at:
W,X,Y,Z,	9:00
S-V	9:30
R-S	10:00
N,O,P,Q,	10:30
Mc,M	11:00
J,K,L	11:30
H,I	12:00
E,F,G	2:00
C,D	2:30
A,B	3:00

Virginia chemists to meet here

The Virginia section of the American Chemical Society will meet at Mary Washington College this Friday.

Featured speaker at the annual meeting will be Dr. Leon Mandell, Chairman and Professor of Chemistry at Emory University. Topics to be discussed at the meeting which is scheduled to get underway at 8:00 p.m. in Combs Science Hall on the campus include "Education," "Chemistry vs. Humanities," and "Student Activism."

Preceding the meeting session there will be a banquet for the visiting chemists in the dining hall.

A native of the Bronx, New York, Dr. Mandell holds a Ph.D. degree in chemistry from Harvard University. A member of the Emory University faculty since 1955; he has produced a number of papers in his areas of research which include synthetic methods in organic chemistry, nuclear magnetic resonance spectroscopy, reaction mechanisms and natural product chemistry.

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